

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

NOTE:

REFER TO GENERAL NOTE 7.8 FOR
GUIDANCE ON USING CHANNELIZING
DRUMS TO DELINEATE THE EDGE OF
THE ROADWAY

**MAXIMUM SPACING BETWEEN
CHANNELIZING DEVICES (TYPICAL):**

TAPER CHANNELIZATION - SPACING SHALL BE
EQUAL IN FEET TO THE POSTED SPEED LIMIT

TANGENT CHANNELIZATION - SPACING SHALL BE
EQUAL IN FEET TO TWICE THE POSTED SPEED LIMIT

**SPACING BETWEEN CHANNELIZING DEVICES
AT DRIVEWAYS AND INTERSECTIONS:**

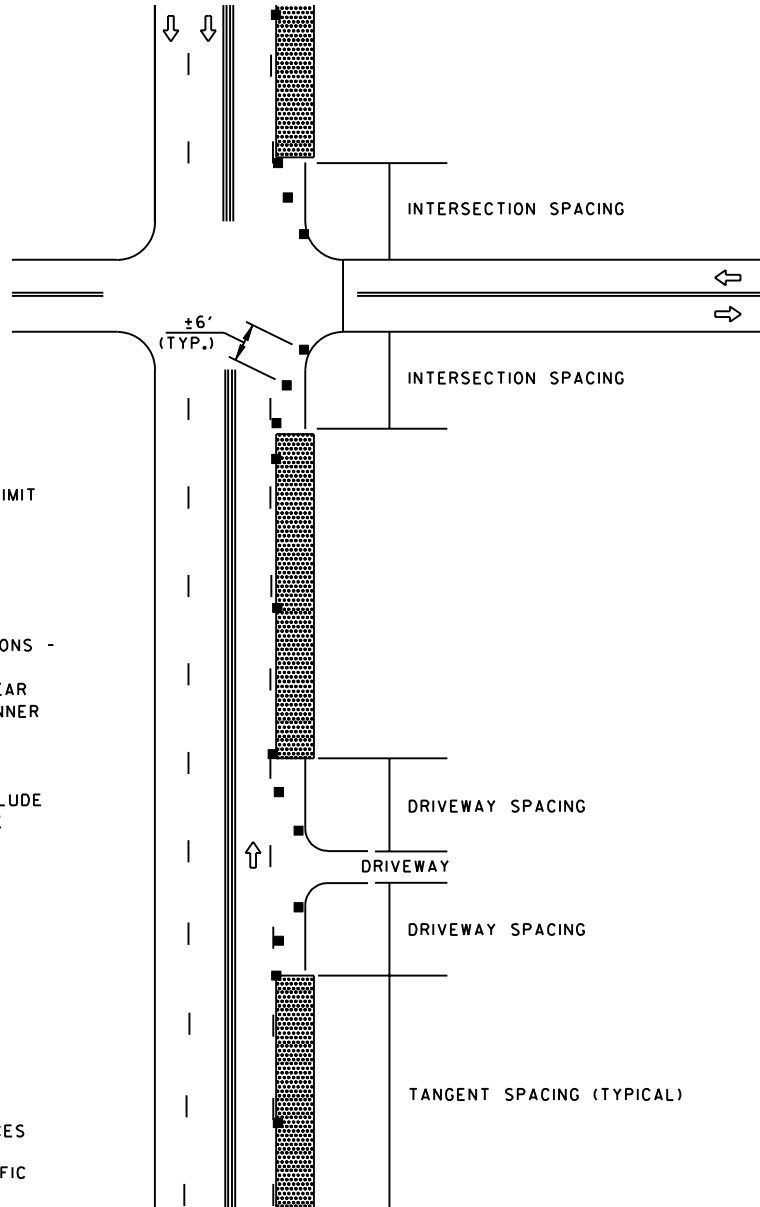
CHANNELIZATION AT DRIVEWAYS AND INTERSECTIONS -
SPACING SHALL BE APPROXIMATELY 6 FEET.
CHANNELIZING DEVICES SHALL BE SPACED AS NEAR
AS POSSIBLE TO 6 FEET AND PLACED IN A MANNER
THAT THEY DO NOT RESTRICT SIGHT DISTANCE
FROM THE DRIVEWAY OR INTERSECTION.



THIS REDUCED SPACING IS NECESSARY TO PRECLUDE
MOTORISTS FROM TURNING INTO THE WORK ZONE

KEY:



CHANNELIZING DEVICES
DIRECTION OF TRAFFIC
WORK SITE



SPECIFICATION 104	CATEGORY CODE ITEMS
APPROVED	 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY
	APPROVAL • SHA REVISIONS
	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
	APPROVAL 8-20-03
	APPROVAL 9-23-03
	REVISED
	REVISED
	REVISED

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
CHANNELIZATION DEVICE USAGE

STANDARD NO.

MD 104.01-30